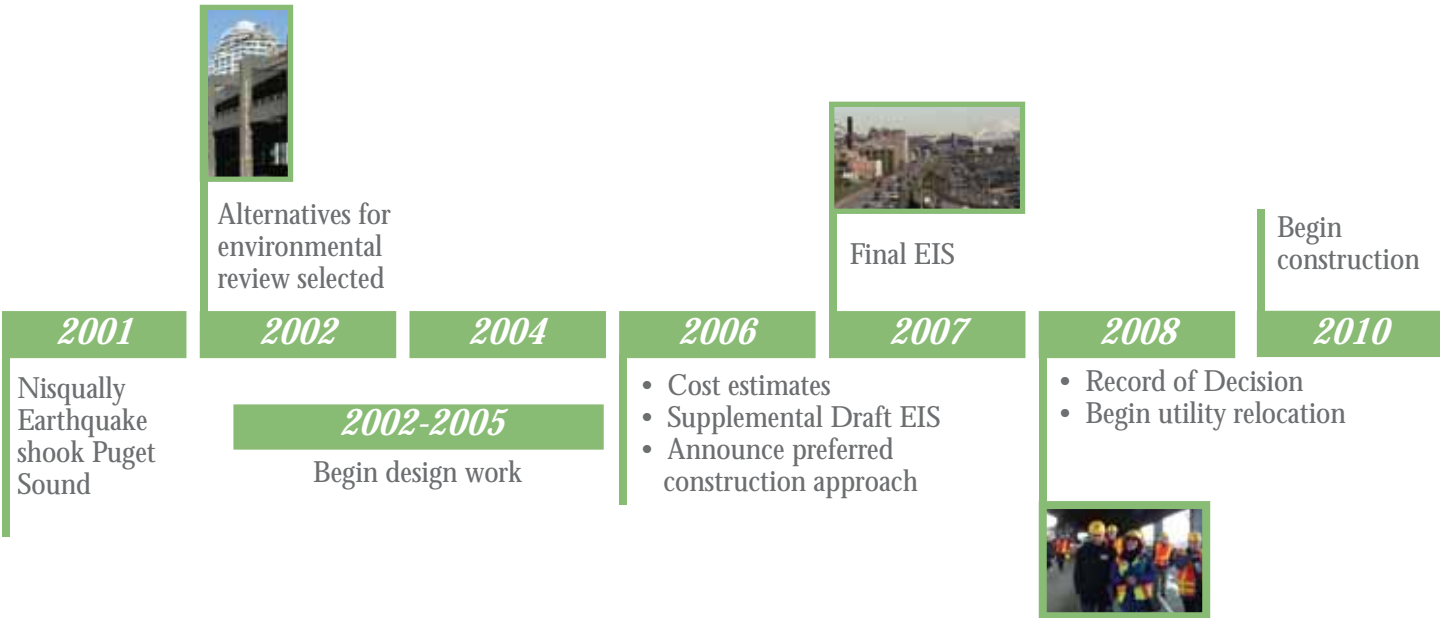


Project Timeline



Community Outreach

Your Role

Everyone will be affected by construction, but your insight can help make construction better. We need your ideas on how we can make it through the expected lane closures, noise and vibrations, and disruptions to businesses and residents.

Tell us how by:

Visit: [www.wsdot.wa.gov/projects/viaduct](http://www.wsdot.wa.gov/projects/viaduct)  
Email: [viaduct@wsdot.wa.gov](mailto:viaduct@wsdot.wa.gov)  
Call: the project information line at 206-269-4421  
Write: Alaskan Way Viaduct and Seawall Replacement Project  
c/o Washington State Department of Transportation  
999 Third Ave, Suite 2424, Seattle, WA 98104

Americans with Disabilities Act & Title VI information

**Americans with Disabilities Act (ADA) Information:** Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities by contacting Molly Edmonds at (206) 267-3841 / [EdmondM@wsdot.wa.gov](mailto:EdmondM@wsdot.wa.gov). Persons who are deaf or hard of hearing may make a request for alternative formats through the Washington Relay Service at 7-1-1.

**Title VI:** WSDOT ensures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin or sex in the provision of benefits and services resulting from its federally assisted programs and activities. For questions regarding WSDOT's Title VI Program, you may contact the Department's Title VI Coordinator at (360) 705-7098.

The Alaskan Way Viaduct & Seawall Replacement Project

07.06

Replacing the Viaduct and Seawall: The Facts

Several years of design and environmental review along with thousands of public comments have narrowed down a list of 76 concepts to two for replacing the viaduct, a cut-and-cover tunnel or a new elevated structure.



The Alaskan Way Viaduct carries about 110,000 vehicles each day.

Here is how they are similar:

Both Alternatives Maintain Transportation Capacity

Both have the same number of lanes and would carry up to 135,000 vehicles per day in the future. Regardless of which alternative is built, both assume transit ridership into downtown Seattle will double by 2030.

Both Alternatives are Safe

Either alternative would be built to meet modern safety and seismic standards. Both will have wider lanes and shoulders than the existing viaduct.

Contrary to what you may think, a tunnel is actually one of the safest places to be during an earthquake, because it moves with the earth. All of the tunnels in the Seattle area withstood the Nisqually Earthquake. The elevated structure will also be safe in the event of an earthquake.

The project team is using the best data available on global warming to design the tunnel and elevated structure to be safe in a tsunami and protected from rising water levels.

Both Alternatives Have Similar Construction Start Dates

Designing either alternative is a major undertaking, requiring a complex environmental and permitting process. No matter which alternative is built, utilities must be moved before construction can begin. Utilities are scheduled for relocation in 2008.



Routine repairs are needed to maintain safety on the aging viaduct. It is old, deteriorating, and must be replaced.

## Comparing the Tunnel and Elevated Structure

### Here is how they are similar:

## Both Alternatives Have Similar Risks During Construction

The viaduct runs through a dense urban area. Both alternatives must deal with the same unique constraints—very little room to work, poor soil that needs to be removed, and difficulties managing traffic. Because the seawall is failing and could cause subsequent failure of the viaduct, it must also be replaced.

Further, the two alternatives have an almost identical alignment. The south end between Holgate and King, the connection to the Battery Street Tunnel, and the improvements to Aurora Avenue are virtually the same.

## Both Alternatives Will Disrupt Traffic During Construction

For either alternative, construction impacts will be significant. Some ramps will be closed for long periods of times, and at a minimum, one direction of traffic will be detoured to alternate routes for much of the construction period.

WSDOT, the City of Seattle, SR 99 users, and waterfront businesses and residents will need to come together to balance the trade-offs of construction. For either alternative, it is possible to close SR 99 completely, which means a shorter construction time and potential cost savings. However, this will have a significant impact on the 110,000 vehicles on the viaduct every day. It is also possible to try to keep at least one direction on SR 99 for most of construction (a minimum of three to four months of complete closures is required), however, it will take longer and likely cost more. Depending on the approach chosen, construction is expected to last seven to twelve years.



*Only about one mile of each alternative along the central waterfront has a different alignment.*

*Tunnel:*  
\$3.0 to \$3.6 billion for the 'core' tunnel  
\$3.7 to \$4.5 billion for the full tunnel

*Elevated Structure:*  
\$2.0 to \$2.4 billion for the 'core' elevated structure  
\$2.7 to \$3.1 billion for the full elevated structure

## Here is how they are different:

## Cost

The project team updates cost estimates with independent experts each year. The most current review occurred in December 2005. Costs are estimated at:

## Economic Benefits

*Tunnel:* The tunnel is expected to pay for its additional cost within 25 years of completion. With new public open space along the waterfront, economists predict increased visitor spending and rising property values.

*Elevated Structure:* Because the waterfront will be the same as today, experts tell us there will be no change in the amount of tourists or property values.

## Views and Waterfront Access

*Tunnel:* Pedestrians would gain views across Puget Sound, and enjoy easier access to the central waterfront area. Drivers in the tunnel would lose the view of Puget Sound, but would have some view before entering the Battery Street Tunnel.

*Elevated Structure:* The new structure would be wider and slightly higher with shoulders. Views of the water and from the eastern side of the structure will be slightly more obstructed than today due to a solid traffic barrier. The central waterfront sidewalk will be narrowed five feet to allow room for the Alaskan Way surface street near Colman Dock.

## Structure Size Compared to Today

For both alternatives, the south end of the corridor and north of the Battery Street Tunnel maintain a 'footprint' almost identical to the existing SR 99. Each alternative is being designed with wider lanes and shoulders to improve safety.

*Tunnel:* Since the tunnel will be underground, it will create new public open space along the central waterfront.

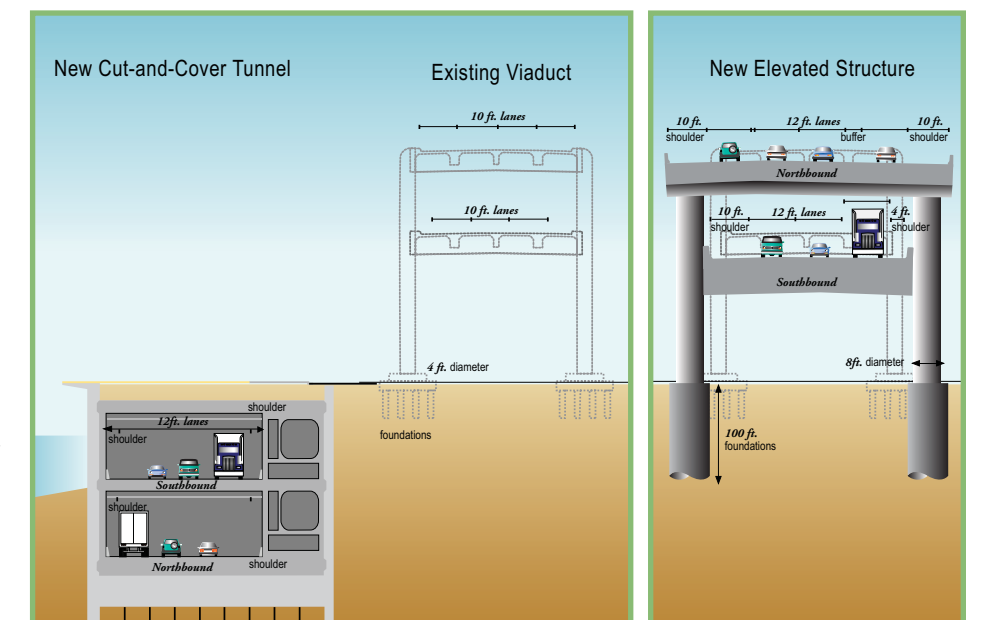
*Elevated Structure:* The new elevated structure would be wider than the current structure in the midtown area, where there is a fourth lane for an off-ramp, and double the width in the Pioneer Square area, where a transition is made to a side-by-side highway.



*Alaskan Way at University Street with the Tunnel*



*Alaskan Way at University Street with the Elevated Structure*



*Alternatives shown at Madison Street with the existing viaduct shaded in the background. In this location, there is a fourth lane to accommodate the Seneca Street off-ramp for the Elevated Structure.*